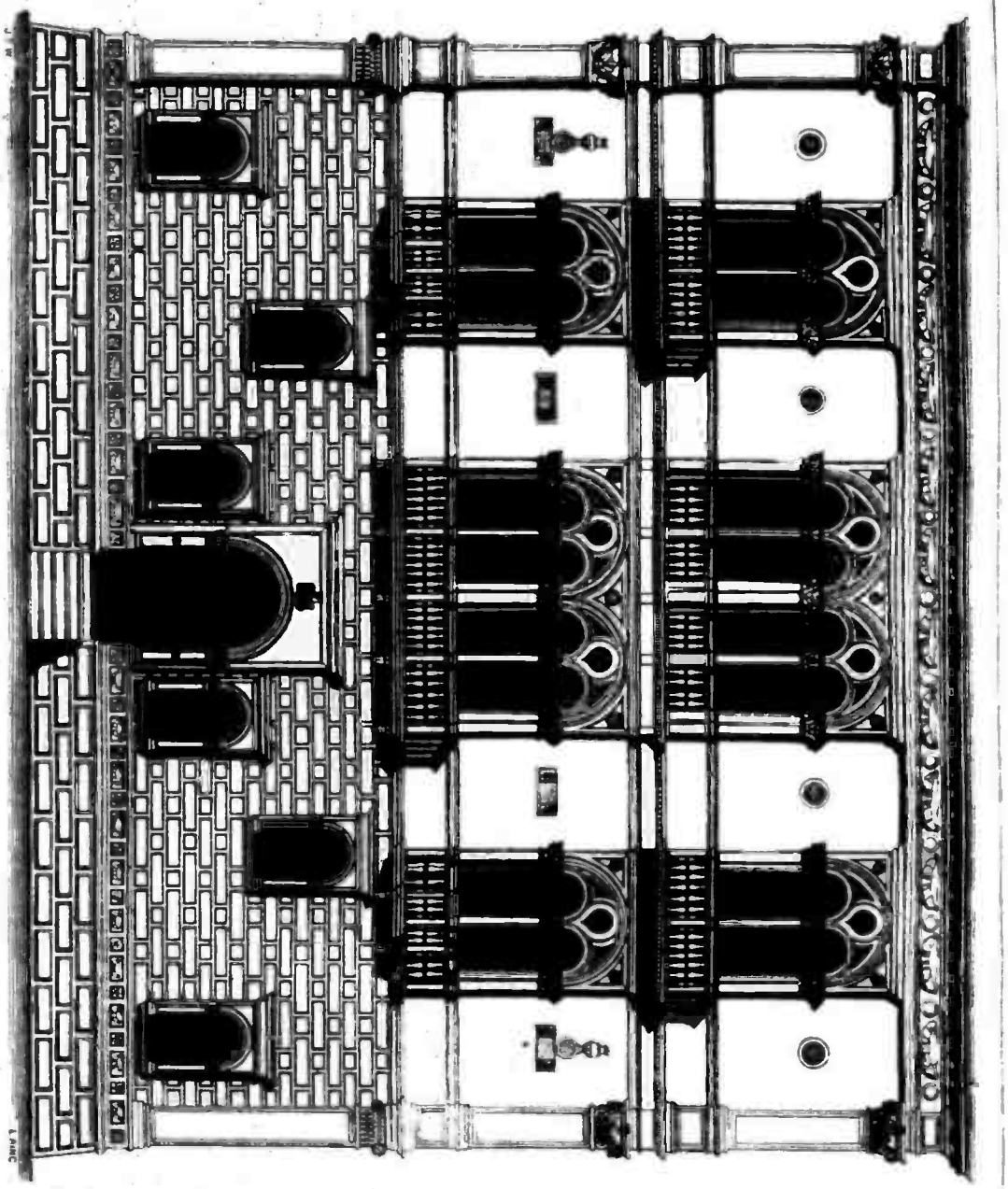

THE CORNARI PALACE, VENICE.

and timeously warns the railway authorities that they are risking both the public safety and their own interest by not taking more effectual means of securing order and regularity in transit, by increasing their staff to the requisite extent, and by the adoption of other precautions. To a train of two or three thousand passengers a single serious accident, such as has but too often happened to trains with only a few, might not only put an end to the excursion system, but involve the lives of hundreds at a blow. —— It appears that the workmen on the West Cornwall Railway have felt themselves aggrieved by having their wages paid only once a month, obliging them to have recourse to a shop termed by them the "Tommy Shop," where they consider they are overcharged for their victuals; and the object of the strike is to get their wages once a fortnight. The outbreak commenced at Camborne, and put a stop to all work, but the contractor remained firm, promising to pay them off the following day. Many commenced work again, and it was expected that they would most of them resume their work on the previous terms.——The cast-iron arch bridge which spans the railway at Lough Athalia, was manufactured by Mr. Stephens, at his foundry, Galway. This Irish bridge is 40 feet 10 inches span, and 98 feet wide.—— Mr. Robert Stephenson went to Copenhagen lately with his own steamer, freighted with apparatus for laying down the proposed railway in Denmark. Several engineers accompanied him. Mr. Borthwick, the engineer sent out by him to arrange with the Viceroy some preliminary matters regarding the railway between Alexandria and Cairo, has settled all things, it is said, to his satisfaction, and even received the first instalment of the sum to be paid to Mr. Stephenson.——Mr. Peto has gone over to Norway to construct the first line of railway in that country. It will connect Christiania with Copenhagen, and bring St. Petersburgh three days' journey nearer London than it is at present.——Unusual activity appears to prevail in railway matters across the Atlantic, with the view of uniting all the British provinces by railway. At a meeting held at St. John's, New Brunswick, resolutions have been passed respectfully remonstrating against the delay that has taken place in giving the royal assent to the Facility Bill for this line, and the governor has been requested to forward them to the Home-office. Meetings have been held in Quebec and Montreal, and resolutions carried in favour of the Halifax and Quebec Railway. A meeting, held in Manchester, Mr. H. Houldsworth in the chair, to meet a deputation appointed by the directors in Canada, have passed resolutions in support of the Great Western Railway of Canada, as an undertaking of national importance.

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